

Intimation.

W. BOFFEY & Co.

TAILORS,

2, D'AGUILAR STREET.

Have an entirely New Stock of WOOLLENS to suit the Present and Coming Season.

Consisting of—

FANCY SUITINGS, DRESS, FROCK and MORNING COAT SUITINGS, ULSTER and

OVERCOATINGS, BRACKETS and RIDING MATERIALS in variety.

FANCY VESTINGS, TATTERSALLS and others.

Hongkong, 21st September, 1896. [1471]

THE YOKOHAMA SPECIE BANK, LIMITED.

(Incorporated in Japan under the authority of an Imperial Ordinance No. 29 dated the 6th day of the 7th Month of the 30th Year of Meiji)

SUBSCRIBED CAPITAL.....Yen 12,000,000

PAID-UP CAPITAL....." 5,250,000

RESERVE FUND....." 5,010,000

Head Office—

YOKOHAMA, JAPAN.

Branches and Agencies—

KOBE, LONDON, NEW YORK, LYONS,

SAN FRANCISCO, HONOLULU,

BOMBAY, SHANGHAI.

London Branch—

120, BISHOPSGATE STREET, WITHIN.

London Bankers—

THE UNION BANK OF LONDON, LTD.,

THE PARROT BANKING CO. and the ALLIANCE

BANK, LTD.

Shanghai Agency—

No. 21, THE BUND.

Hongkong Agency—

No. 6, PRAYA CENTRAL and ICE HOUSE

STREET, Victoria, Hongkong.

DRAFTS granted on all the Principal Places

in JAPAN and CHINA, and on the Pri-

ncipal Commercial Centers in EUROPE, INDIA

and AMERICA, and every description of Exchange

Business Transacted.

NAO NABEKRA,

Agent.

Hongkong, 22nd September, 1896.

NOTICE.

UNDER the Authority of the Directors and

with the Sanction of the Japanese

Minister of State for Finance, I have this Day

OPENED an AGENCY of the above BANK at

No. 6, PRAYA CENTRAL and ICE HOUSE

STREET, Victoria, Hongkong.

NAO NABEKRA,

Agent.

Hongkong, 22nd September, 1896. [1481]

TODAY'S

Advertisements.

SOCIÉTÉ FRANÇAISE DES CHARBON-

NAGES DU TONKIN.

SOCIÉTÉ ANONYME AU CAPITAL DE

SIX MILLIONS.

REPAYMENT OF ISSUE OF 6,000

DEBENTURES OF \$100 EACH.

BEARERS of the above-named BONDS are

hereby notified that on presentation of

the same at the OFFICES of the BANQUE DE

L'INDO-CHINE on or after the due date, the 30th

September, 1896, they will be paid, together

with the interest due to that date.

Hongkong, 24th September, 1896. [1493]

WHYTE & MACKAY

"DOUBLE LION BRAND"

SPECIAL

SELECTED HIGHLAND

WHISKY.

PURE, MILD AND VERY CHEAP.

Sole Agents in Hongkong—

ROBERT JACK & Co.,

Palliser Street.

Hongkong, 24th September, 1896. [1497]

THE CHINA AND MANILA STEAMSHIP

COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ZAFIRO,"

Captain Cobham, will be despatched for the

above Port on SATURDAY, the 26th instant, at

5 P.M.

This Steamer has Superior Accommodation

for Passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 24th September, 1896. [1498]



THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA,

PERMAN GULF, CONTINENTAL and

AMERICAN PORTS.

THE Steamship

"ROHILLA,"

Captain F. J. Cole, carrying Her Majesty's Mail,

will be despatched from this for BOMBAY, &c.,

on THURSDAY, the 8th October, at Noon,

taking Passengers and Cargo for the above

Ports.

Sils and Valuables, all Cargo for France,

and Tea for London (under arrangement) will

be transhipped to Colombo into a steamer

proceeding direct to Marseilles and London; or

other Cargo for London, &c., will be converted

at Bombay.

Parcels will be received at this Office until 4

P.M. the day before sailing. The Contents and

Value of all Packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's Bills

of Lading.

For further Particulars apply to

H. A. RITCHIE,

Superintendent.

Hongkong, 24th September, 1896. [1491]

Intimations.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintage. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest Priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure COGNAC, the difference in price being merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKEY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LD. THE HONGKONG DISPENSARY.

Hongkong, 15th September, 1896. [1495]

The Hongkong Telegraph

HONGKONG, THURSDAY, SEPTEMBER 24, 1896.

THE SANITARY BOARD AND THE STRIKE.

The Sanitary Board has had printed and circulated widely a document of this day's date stating the objects it has in view in compelling nightsoil coolies to take out a license. The objects are:—

- (1) To secure competent persons for the service who will be known to the Officers of the Board.
- (2) To secure regular and efficient removal of nightsoil from within the limits of the City.
- (3) To afford a means for persons employing such men to satisfy themselves that they are duly authorized by the Board for such service.
- (4) To secure the removal of nightsoil in the most efficient manner and with as little inconvenience to householders and danger to the public health as is possible.

The last is only a summary of the results hoped to be obtained by the attainment of the first three and is tautologous and useless. Licensing will not secure, by itself, competent men any more than the Sanitary Regulation Ordinance secured or helped to secure good servants when it was in operation. Every man who comes forward is entitled to be put on the register and be licensed. There are no regulations to determine who is competent and who is not, and no right to refuse a license to any man applying for it. Of course the Board and its officers may make an endeavour to pick and choose among applicants, but it will be illegal if they do, and will only lead to squeezing by the subordinates employed. There is no provision for a man being introduced, or guaranteed or secured. No photograph is taken of him, and the next time he puts in an appearance no one will be able to say if he is or is not the same man. The officers will know no more about him than they can know now if they did their duty and personally superintended the placing of the nightsoil in the boats. As to the second of the alleged objects, the fact that a man has a license that he has not paid for and a badge and a "cumshaw" bucket will not ensure any regularity in his work, or prevent him not calling at a house in its turn or every night. Neither will it prevent him emptying his buckets on a convenient hill-side out of view of a policeman, or down the first drain he comes to. Payment on delivery at the boat and vigilant oversight by the Sanitary Inspectors and by the Police will alone ensure regularity and efficiency.

These men do their work at night, after all the household are in bed. If any man remained up to satisfy himself as to the

identity of the "dirt-man," whose services are so valuable and so necessary, how could he possibly tell that the individual he saw and spoke to, even if armed with a license and badge, was the same person who obtained that license and badge from the Sanitary Board office? Does Mr. McCLELLAN think we are all fools? If licensing and registration is to do any good it must be thorough and effective. The men must be introduced or guaranteed by some one who will be responsible for their production when wanted. There must be a closer supervision of the night work. The police must be called into aid and to keep a vigilant watch on the houses on their beat. There must be on duty at each place where the conservancy boats load some responsible man, or men, to see that the carriers do present themselves there nightly at the proper time with laden, not with empty buckets, and, if possible, payment should be made, not by the householder, but by the contractor or by the Government nightly, on delivery. If the householder is to continue to pay, then he should pay only on vouchers from the Inspectors on duty. If the Sanitary Board will substitute brains for red-tape in their designs for the improvement of the sanitary affairs of the colony they will perhaps in time be able to point to some useful purpose actually accomplished. Licensing a man and furnishing him with a badge won't make him do his duty.

THE JAPANESE IN FORMOSA.

We are perfectly contented, and so will the Japanese and their friends be, with the explanations in the *Daily Press* of this morning. Our contemporary re-affirms that the Formosans had "some provocation" before they rebelled, and that provocation consisted wholly and entirely "in the overbearing manners of soldiers and coolies and in the petty tyranny of petty officials." Our contemporary, as indignantly as Mr. Davidson himself, repudiates the idea that the natives of Formosa were deliberately goaded into rebellion by acts of the most atrocious cruelty and injustice as has been asserted.

According to what code of law or morals has "the overbearing manners of soldiers and coolies and the petty tyranny of petty officials" been ever held to justify open rebellion, riot, murder, arson, widespread destruction of property and all the evils that have attended on and followed the recent uprising of the Chinese in Mid Formosa? Nothing but the very gravest dangers to life, property and liberty can justify armed rebellion against any government, and there must be, besides a just cause, a reasonable hope of success. We are not blaming the Chinese in this particular case for rising. They probably, in their ignorance, thought that they saw a reasonable chance of expelling the Japanese and freeing their country from a foreign yoke. There were patriots as well as bandits among their number; but their treatment by the Japanese gave them no grounds for a rising. Are the Chinese in Hongkong justified in breaking out into open rebellion because of the overbearing manners and unbridled violence of the Sanitary Board coolies in illegally invading their houses, pulling down cocklofts and destroying valuable property? Are we Europeans authorised to arm and turn out because we are deprived "by the petty tyranny of petty officials" of the birth-right of every Englishman—the right of free Government, the right to tax ourselves and legislate for ourselves. May Mr. WHITEHEAD and the Unofficials head a revolt because a concealed official in his insolence and pride of place tells them that they are wholly ignorant of the Chinese people and of Chinese needs and requirements? If overbearing manners and the petty tyranny of petty officials are justification for rebellion, then we have had, and still have here in Hongkong, every day, abundant reasons for an outbreak; but we are very much inclined to believe that our contemporary of the *Daily Press* did not quite see, when he penned the leader published this morning, into what an *impasse* his attempt to extricate himself from his difficulties of yesterday would lead him.

TELEGRAMS.

REUTER'S MESSAGES.

ARRIVAL OF THE TSAR AND TSARINA IN ENGLAND.

LONDON, September 22nd.

The Tsar and Tsarina have arrived at Balmoral. The railway throughout the journey was strictly guarded by police.

THE SOUDAN EXPEDITION.

The French and Russian Press disparage the success of the Nile expedition, and at the same time remind Great Britain that the Egyptian Question remains to be settled.

RUSSIA AND JAPAN.

The *Times* states that Russia and Japan have agreed to a joint protectorate of Korea and that the Japanese will evacuate the country.

(From Diario de Manila.)

THE REBELLION IN THE PHILIPPINES.

MADRID, September 14th.

The Government have voted unlimited supplies in men and money for the suppression of the rebellion in the Philippines.

The transport *Antonio Lopez* left Carthagena for Manila yesterday with a battalion of marine infantry on board.

MADRID, September 17th.

Cinco de Artileria D. Francisco, Rosales, and D. Juan Golobordas, twelve Captains, and a Commander of Engineers D. José Ferrer, have been ordered to join the Philippine army.

The Minister of War is organizing a large body of troops for the Philippines.

A NEW WARSHIP.

MADRID, September 16th.

The *Cristobal Colon*, one of the vessels ordered by Spain from the firm of Armada of Genoa, has been launched.

LOCAL AND GENERAL.

H.M.S. *Humber* arrived here to-day from Japan.

The *Yuki* is responsible for the statement that a Japanese gunboat has been despatched to Manila to look after Japanese interests there.

The death is announced by the Calcutta papers of Surgeon-Captain Barber, of Murree, who has succumbed to an attack of enteric fever.

Last night the Water Police picked up the body of a young American sailor who was drowned while bathing in the harbour two or three days ago.

The Calcutta Golf Club will hold the annual championship matches, open to all India, during Christmas week, and will present a gold medal to the winner.

The *Yamashiro Maru*, the pioneer vessel of the enterprising Yusen Kaisha's line, is advertised to sail hence for Australia on the 17th proximo.

The *Prins Helderich* will start for Shanghai from No. 1 Kowloon Dock to-morrow at 4 p.m. The Company's steam-launch will leave New Potters' Wharf at 4 p.m.

A TABLE of "cycle exports" for the week ended August 14th shows £130 worth to Penang and £30 to Hongkong. The largest export is to Melbourne, which receives cycles to the value of £5773.

WHAT IS A SKEWER? SAMMY BOARD.—Say, what is the difference between an editorial and a skewer?

BUCKETS.—Well, it favors your 'set' it's an editorial, and if it favors the other side it's a terrible skewer, don'tcher know.

A COMPLIMENTARY dinner is to be given at Cambridge to Prince Ranjitsingh on the 29th instant with the Mayor in the chair. It was at Cambridge that Ranjitsingh first learned to bat, and he still makes the town his home for some part of the year.

It is announced in home papers that a marriage has been arranged, and will shortly take place, between Oliver Ready, of the Chinese Imperial Maritime Customs Service, eldest son of the Rev. Henry Ready, rector of Wrentham, Norfolk, and Isabel, elder daughter of Mr. Henry Jackson, of 24, Westbourne-terrace, London.

YESTERDAY afternoon two coolies were carrying a bale of cotton into the Hongkong and Kowloon Wharf and Godown Company's godown at Wanchai when they slipped. The bale fell on one of the men and he was so seriously injured that he had to be treated in the Government Civil Hospital; the other man escaped practically unhurt.

We regret that we are unable to publish Spectator's letter on the night-soil question. It is needlessly abusive. We concur with him that nicely painted lavender and black buckets are quite useless in this connection. Iron ten-gallon paint drums would be more useful, but the main point is as to the form of cover. It ought to be all-right.

An interesting telegraph para from the *North Borneo Herald*—We are becoming interested in telegraph tariffs. From Canada to Borneo is a far cry; but it is interesting to note that whereas a year or two ago a cable from Sydney to Ottawa of two words cost £3.11, it will by the Pacific cable be only a little over 20 shillings. We hope for a similar advantage here shortly.

The annual meeting of the St. Andrew's Royal Arch Chapter was held last evening in Freemasons' Hall, Zetland Street, for the purpose of electing and installing the officers for the ensuing year. Principals were installed by M. E. Comp. L. Mallory, P. H. of the District Grand Chapter of Hongkong and South China. The officers elected and installed were as follows:—

M. E. Z. Comp. M. E. Comp. F. Howell.

H. J. Andrews, J. L. Bridger, T. Snodgrass, J. Lockhead, C. Leisler, W. M. Thompson, S. S. Hayward, W. F. Facer, E. L. Stainfield, J. G. Child, F. Urie, J. Maxwell.

HERE is a Press despatch dated Kingston (Jamaica), 20th August, that should interest dairy-men and others:—A cattle disease has broken out in this section. Hundreds of cattle have succumbed and planters are seriously crippled in consequence. The price of meat, always high in the tropics, has risen to an almost prohibitive rate. Local skill has proved entirely inadequate to cope with the disease, which is mysterious in its character, and all remedies tried have failed to check its progress. The Legislative Council of the island voted \$2,000 for the services of an expert to visit the colony and study the disease with a view of suggesting a remedy. Professor Williams of Edinburgh, a veterinary expert, was requested by cable to come, and arrived by the mail steamer on Friday. He has visited various stables where the plague is rampant, but his inquiries have not yet been so extensive as to enable him to arrive at a definite conclusion. The symptoms of the disease are a harsh coat, scurvy appearance of neck and flanks, high temperature and weakness. Traces of a worm have been found in the lungs and intestines of slaughtered animals, but whether the disease is due to this parasite is not at present known. Some estates have lost almost all the cattle and no districts are free from the disease.

MEMORANDA.

TO-MORROW.—25th September.

4.45 p.m.—Meeting of the Hongkong Cricket Club at the Pavilion.

SATURDAY.—16th September.

Noon.—Meeting of shareholders of the China Traders' Insurance Co., Ltd., at the Head Office.

Noon.—Meeting of shareholders of the Douglas Steamship Co., Ltd., at the Company's office, No. 17, Praya Central.

9 p.m.—Meeting of Zetland Lodge.

RUPERT GULNESS, who won the diamond scull at Henley, is the eldest son and heir of Lord Iveagh, and will come in for a million or two on the death of his father. He is a splendidly built man, but, like Muttibury, another famous Cambridge oarsman, his college career has been the reverse of brilliant. The power of his purse counts for a good deal, even at the universities, however, and it is said that Mr. Gulness has been smuggled through his examinations in a way that would have been impossible to a poorer man.

The following is the programme for the Variety Entertainment to be given in the Gymnasium, Murray Barracks, this evening, commencing at 9 o'clock p.m.:—

- | | |
|--|----------------|
| 1.—Overture.....Mendelssohn.....A. C. Peasey | and P. Gibbons |
| 2.—Song.....Come home again.....C. J. Middleton | |
| 3.—Comic Song.....The day I backed the winner.....P. Edwards | |
| 4.—Song.....Curtis Grey.....P. Edwards | |
| 5.—Song.....Gorgonzola cheese.....P. Edwards | |
| 6.—Tumbler Dance.....P. Edwards | |
| 7.—Song.....I have sold my soul.....C. J. Middleton | |
| 8.—Song.....Looking for a cock like this.....P. Edwards | |
| 9.—Comic Song.....What can a man do now.....P. Edwards | |
| 10.—Comic Song.....The reason why.....C. J. Middleton | |
| 11.—Song.....Goodwin's.....P. Edwards | |
| 12.—Comic Song.....More work for the underdog.....P. Edwards | |

Interval of ten minutes.

Value.....P. Edwards, A. C. Peasey, and P. Gibbons

To conclude with a laughable sketch entitled "THE CLOCK."

Fervent Girl.....P. Edwards

Master of the House.....P. Edwards

Comic Song.....The day I backed the winner.....P. Edwards

Comic Song.....The reason why.....C. J. Middleton

Comic Song.....Goodwin's.....P. Edwards

Comic Song.....More work for the underdog.....P. Edwards

Gold save the Queen.

The *Glasgow Herald* has recently been pointing out the fact that "large" quantity of English shipping is passing into the hands of foreigners, who, of course, purpose to use it in competition with British carriers. The *Herald* says:—"Should the quickened pace of the first four and a half months be maintained, it is highly probable that not less than 400,000 tons of British shipping will pass during the course of the present year into the hands of foreign owners." The *Herald* sees no cause for felicitation over this state of affairs. The ship-builders may temporarily rejoice, but the movement constitutes a menace to the British carrying trade, as it seems to demonstrate that foreigners can make British-built ships remunerative when Englishmen fail to do so. So serious is the matter that there is a concerted movement at home on the part of shipowners to obtain relief from certain restrictions under which they are now labouring. A Bill aiming at this has been drafted, and unless it is carried, the *Herald* predicts the foreigner will make freight still lower and utterly ruin the carrying trade, which it declares is sufficiently bad already.

The *Prisco Call* publishes what purports to be a summary of the Li-Salisbury interview. It is therein stated—When Li breached the subject of an increase in the import duties to Lord Salisbury, the English Premier at once declared himself favorable to the demand in principle, but he went on to say that before the principle could be carried into practice it would be necessary to have the opinions of the Chambers of Commerce of Shanghai and elsewhere. To this postponement the Chinese statesman rejoined that the Chambers of Commerce could only give evidence and opinion, while it was the prerogative of a great Minister like the Foreign Secretary to give a decision. Moreover, there was a powerful and recent precedent to this effect. When England was the first of all States to grant the Japanese a new and increased tariff the British Government did not delay its decision until it had taken the Chambers of Commerce into consultation. It gave its decision promptly as a Government. Lord Salisbury's reply to this was—"Oh, but that was Lord Kimberley, and the Chambers of Commerce have since made many complaints about that tariff." Li Heng-chang remained firm in his contention that while he knew nothing about the individual Ministers who signed it, the British Government had as a matter of fact conceded to Japan, without any equivalent, the very point and substance he now asked in the name of China, and if it were withheld China could only come to the conclusion that England treated her in a different fashion from Japan. Li offered no *quid pro quo* and the *London Times* avers that Li was not empowered to offer anything.

UNDER the head-line "England, Russia and China," the *Prisco Chronicle* holds forth thusly:—"If Lord Salisbury is going to refer the question of a higher tariff

Intimations.

KOPS ARE STILL RUNNING

24 Gold Medals Awarded in 1894 & 1895.



BRIGHT PURE!! SPARKLING!!! Brewed and Bottled with Hops only.

SOLE AGENTS:— WATKINS & CO., HONGKONG.

PHARMACEUTICAL PRODUCTS OF THE FARBERWERKE VORM MEISTER, LUCIUS & BRUNING HOCHST A/MAIN.

Dr. KNORR'S LION BRAND "ANTI-PYRINE,"

(DOSE FOR ADULTS 15 TO 35 GRAINS TWICE)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, WHOOPING-COUGH, and many other complaints. It is also the very best ANTISEPTIC. Highly recommended by the Medical Faculty. Ask for DR. KNORR'S ANTI-PYRINE! Each Tin bears the Inventor's Signature "Dr. KNORR" in red letters.

"DERMATOL,"

Is the best Vaseline; its effect in stimulating the closing up of Wounds is described as amazing.

Dr. OVERLACH'S "MIGRAINE,"

(ANTI-PYRINE—CAFFEINE CITRATE)

Invaluable for MIGRAINE and of the greatest value in treating HEADACHES of definite etiology, in the HEADACHES of INFLUENZA, of NICOTINE and MORPHIA POISONING, and generally where the administration of other remedies have failed. To be had of every reputable Chemist and Druggist. Supplies constantly on hand at the

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

Hotels.

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-Class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant. Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM, Proprietor & Manager.

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,550 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES,

(FROM APRIL 1ST TO OCTOBER 31ST).
One person, per day \$ 4.00
One person, per month \$ 75.00
Married couple (occupying one room) per day 7.00
Married couple (occupying one room) per month 150.00
Married couple (occupying two rooms) per month 170.00
Extra Bed Room, per month \$40.00 to \$50.00
For further particulars, apply to THE MANAGER, New Victoria Hotel, Hongkong, 2nd April 1896.

THOMAS'S GRILL ROOM.

THIS Establishment has always enjoyed a high class reputation for Liberty in Menu, Quality of Food and Perfection of Cuisine. THIS REPUTATION WILL BE MAINTAINED.

Fresh Dairy Produce, FRUIT and other supplies are regularly imported from the United States, Canada and Australia. BEEF from Kobe and TURTLES from the Straits. The WINES, SPIRITS and MALT LIQUORS, comprising all brands in general demand, are the Best shipped to the Far East. In addition to the BAR, GRILL and DINING ROOMS, the upper floors are arranged so as to provide PRIVATE ROOMS suitable for DINNERS or SUPPERS, &c. PIGNIO and BATHING PARTIES supplied with light refreshments at a moment's notice. ICE CREAM from 1 P.M. to 11 P.M. COLD MEAT SUPPERS from 9 to 11.30 P.M. THOMAS'S GRILL ROOM, FREDERICK BISHOP, Manager.

NEW VICTORIA HOTEL.

BOTISSEKIE.

MEALS A LA CARTE.

CHOPS, STEAKS, &c., &c., at any time between 7.30 A.M. and 11.30 P.M.

MONTHLY BOARDERS at Moderate Rates.

MADAR & FARMER, Proprietors.

Hongkong, 3rd September, 1896. [1284]

Shipping.

STEAMERS.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING," Captain J. G. Spence, will be despatched for the above Ports on TUESDAY, the 25th instant, at 3 P.M.
For Freight or Passage, apply to DAVID PASSGROVE, SOHNS & Co., Agents, Hongkong, 22nd September, 1896. [1477]

Shipping.

STEAMERS.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.) THE Steamship

"GUTHRIE."

Captain St. John George, will be despatched for the above Ports TO-MORROW, the 25th instant, at 10 A.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures a plentiful supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents, Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

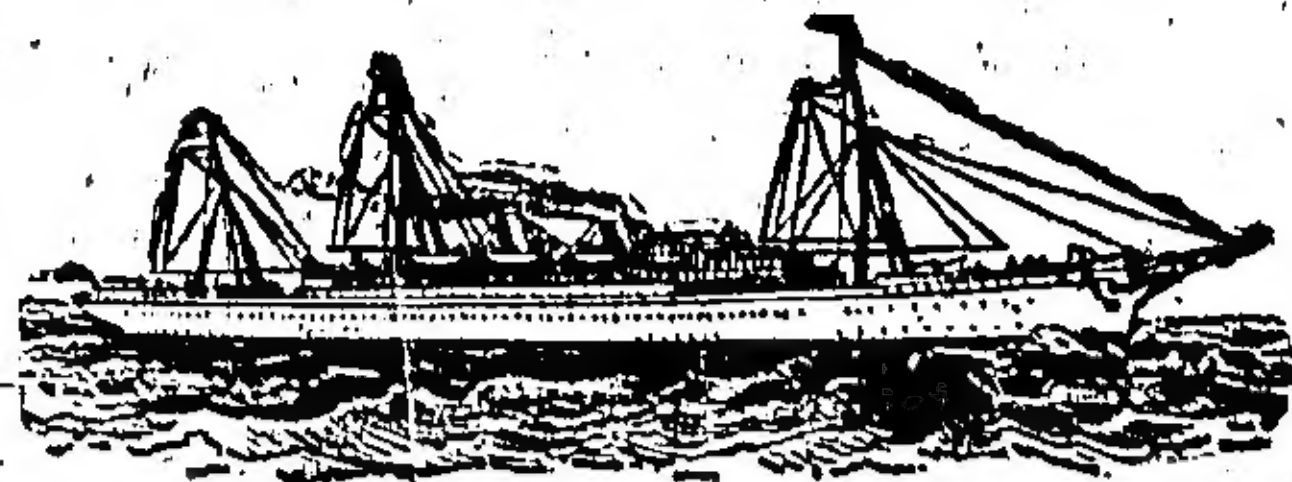
Hongkong, 24th September, 1896. [1478]

Hongkong, 24th September, 1896. [1478]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KORE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 30th September.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 28th October.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 25th November.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 3, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months, \$100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 7th September, 1896.

D. E. BROWN, General Agent,

Piddar's Street, G.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,

CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Wednesday, 30th Sept, at Noon.

Gaul (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 17th Oct, at Noon.

Doric (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Wednesday, 4th Nov, at Noon.

THE Company's Steamship

"COPTIC"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 30th September, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent, Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Hongkong, 14th September, 1896. [1479]

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First-class Table, DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria	3.157	Thursday	Oct. 1.
Olympia	3.608	Friday	Oct. 9.
Columbia	3.609	Tuesday	Oct. 27.
Tacoma	3.549	Tuesday	Nov. 17.
Victoria	3.157	Tuesday	Dec. 8.
Olympia	3.608	Tuesday	Dec. 29.